

September 11 – The Fate of the Passengers

Introduction

“What gets you into trouble ain’t what you don’t know, it’s what you know for sure that just ain’t so.” – Mark Twain

The official account of September 11 2001 is that 19 Arab terrorists armed with box cutters successfully hijacked 4 passenger planes and crashed them into ground targets.

The first section in this analysis is a full **Timeline** of all pertinent events relating to the planes that were used on 9/11. Many events in the timeline will present either an **inconsistency** with the official story, or an outright **contradiction**, where the evidence flatly disproves the official story.

The two broad subjects of evidence are:

1. The planes which flew into their targets were, in reality, not the planes the official story told us they were
2. The passengers which, according to the official story, happened to be on the hijacked planes were, in reality, not on those planes

Previous attempts to explain these anomalies and come up with a realistic timeline will be addressed in **Previous Explanations**.

Speculation will then be offered as to the real events of 9/11, which can, as elegantly as possible, explain all the inconsistencies and contradictions, in the final **Summary and Conclusions** section. In summary, the only possible explanation is that the planes were switched for duplicate planes at the airports. The squawk code of the duplicate was swapped for the original. The passengers boarded the original. The duplicate took off, with no passengers, posing as the original. The original took off, posing as the duplicate. It was on this plane that the phone calls were made simulating a hijacking. After the duplicate crashed into its target, the original lands –exactly where is the subject of the below analysis, along with many other questions.

This paper will hopefully provide a focus to further research and ultimately uncover the true fate of the some 250 passengers who boarded the planes that day.

Timeline

Preamble and general observations

Today NORAD will be running live hijacking simulations. Up to 29 planes will be reported as hijacked, with some even activating their hijacking squawk code. The simulated perpetrator of the attacks would be Osama bin Laden.

“According to Donald A. Robinson, an American Airlines dispatcher interviewed by the FBI on 9/11, AA189 was the only flight he knew to have sent a hijack message back to the dispatchers via ACARS, although he noted that it was unknown why the cockpit had sent this message. Andrew P. Studdert, the Chief Operating Officer and Executive Vice President of United Airlines on 9/11, testified before the 9/11 Commission on January 27, 2004. When speaking about the confusion that prevailed during 9/11, he said that “around 10:00 a.m we los[t] contact with United Flights 641, 415 and 399,” and “[f]rom 10:55

to 11:15 United flights 103, 634, 57, 2725, 1211, 1695, 2101, 2256 and 2102 [we] also reported missing but [were] eventually located at various airports.”” [1] [2] [3] [4] [145]

Ptech, a start-up company from Quincy, Massachusetts, has had its software loaded onto the most sensitive computer systems across the U.S. government, including those of the Federal Aviation Administration (FAA) and the U.S. Air Force. Irdira Singh, a senior risk and IT consultant with JP Morgan Chase on 9-11, is described as a "whistle-blower" because of her revelations about Ptech's involvement with the critical computer systems that failed on 9-11. "Ptech was with MITRE Corporation in the basement of the FAA for two years prior to 9/11," Singh said. "Their specific job is to look at interoperability issues the FAA had with NORAD and the Air Force in the case of an emergency. If anyone was in a position to know that the FAA -- that there was a window of opportunity or to insert software or to change anything -- it would have been Ptech along with MITRE." Remarkably Ptech, who has been given free access to some of the most high-level, sensitive institutions in the US, has links to terrorist financing and Israel. Israel will have many links to the 9/11 attacks, from foreknowledge, to planning, operation, execution and coverup stages. [78] [79] [34] [35]

In amongst the busy day of anti-terror training, four special flights will board this morning – AA11 and UA175 from Boston Logan, AA77 from Washington Dulles, and UA93 from Newark. These will be the planes infamously used on 9/11.

In the four flights, many of the pilots, flight attendants, and even passengers were not originally scheduled to be on the planes, and apparently were scheduled to fly at the last minute. One flight attendant tries to switch back onto UA175 but is apparently not allowed, due to “computer problems”. [5]

Not only are the passengers and crew last-minute arrangements, but all four planes will have significantly fewer passengers flying than they normally would: UA175 would be 30% full rather than the usual 49%, and AA11, AA77 and UA93 will be at, respectively, 46%, 29% and 18% capacity respectively, significantly below the 70% capacity generally expected in September 2001. [6]

A disproportionate number of passengers on the planes had connections to the military - between 16 and 21 persons out of a total of 58 passengers on AA77, and three on AA11. Particular links can be found between many passengers and military contractor Raytheon, which specializes in remote controlled aircraft. Incidentally, a USA Today article published in October 2001 announced that in August 2001 Raytheon had executed, six times over, a perfectly smooth test landing in a New Mexico air base involving an unpiloted Boeing 727. [7]

The FBI will never release video footage of the boarding of these flights – they only release video of two of the hijackers boarding a connecting flight at Portland. [8]

“The 9/11 Commission does not even mention the existence of any deposition or testimony by airline personnel that witnessed the boarding of the aircraft. And even the identities of these employees remains secret: As a response to this author’s request to interview American Airlines employees who saw off passengers of flight AA77, the airline responded that their identities cannot be revealed for privacy reasons.” [9]

The 9/11 Commission Report will never mention any explicit gate numbers.

In a letter dated March 15, 2004 from Condon & Forsyth LLP, representing American Airlines, to the 9/11 Commission, the names of most of the 28 agents who worked at that airline's check-in counters at Logan and Dulles airports on 9/11 are listed, but the names of the agents who boarded passengers onto the aircraft at the respective gates are redacted. [10]

American Airlines Flight 11

06:10:00

[inconsistency]

September 11 dawns. It's perfect weather for flying. At Boston Logan, Wayne Kirk, a cleaner for American Airlines, enters a plane he understands to be AA11 and starts cleaning along with his team. He notices the captain outside checking the landing gear, and the flight attendant in the rear galley. He leaves before the passengers board. Usually the entire plane crew is sitting around talking when cleaning finishes - he thinks it's strange that only two members of the crew are present at the time he leaves. [11]

07:35:00

[inconsistency]

Passengers start boarding the plane at Gate B26, according to almost all early reports. There will even be a memorial service held at Gate B26 one year later. However, the official story alleges that passengers board at Gate B32 and that boarding started at 07:15:00. [12] [13] [14] [15] [16] [17] [18]

07:46:00

Plane understood to be "AA11" pushes back from its gate, according to air traffic control (ATC) recordings. This is only 1 minute later than scheduled. [19]

07:47:00

[contradiction]

Paradoxically, passengers are recorded as boarding AA11 after it pushes back from its gate.

Flight attendant Madeleine Sweeney calls home around this time and says her flight will be delayed. Her husband says she called from the airplane. This is inconsistent with what one would expect from a passenger who's on a plane that leaves only one minute later than scheduled.

Robert Ross, a passenger on AA11, also calls his wife before leaving, telling her that his plane was leaving a bit late.

Michael Woodward, who on 9/11 also received a call from flight attendant Madeline Sweeney on flight AA11, confirmed to the staff of the 9/11 Commission in 2004 that the flight was "late departing," although he did not remember why. [20] [21]

07:58:00

According to later recordings, planes seem to be arriving and taxiing to gates B32 and B26, indicating they are both unoccupied, or soon will be. [22]

07:59:00

Plane understood to be "AA11" takes off. [23]

In the Bureau of Transport Statistics (BTS) database, there is no record of AA11 flying at all on 9/11, or the other AA plane used on 9/11, AA77. However there's an innocent explanation for this. American Airlines Flights 965 and 587 aren't listed either – they crashed in 1995 and November 2001 respectively. Whereas United Airlines Flight 282 is listed after its crash in 1989. So the lack of BTS information on AA11 is probably due to American Airlines not forwarding the ACARS information of a crashed flight to BTS, but United Airlines does. However, ACARS data does very much exist for AA11. [24] [25]

08:03:02

AA11 receives ACARS message (Floc 280931578), from ground station BOS, i.e. Boston Logan, as expected.

A quick but extremely important note on ACARS: it's essentially a text messaging service for airlines. "ACARS uses radio ground stations (RGS) at various locations throughout the United States for communication. The messages from the aircraft utilize the RGS in a downlink operating system. A central router determines the strongest signal received from the aircraft and routes the signal/message to UAL flight dispatch". The line "GL BOS" is the line which describes the RGS used to send the message. The source of this information is Michael J. Winter, Manager of Flight Dispatch at United Airlines. The selection of ground station is not based on the flight plan (as has been speculated by "debunkers") but is based on the strongest signal, i.e. the physical location of the plane. [26] [27] [28]

08:13:29

"AA11" acknowledges request from ATC for 20 degree turn to the right. [29]

08:13:47

18 seconds later, "AA11" does not acknowledge ATC altitude change request. [30]

08:16:00

[inconsistency]

“AA11” deviates from assigned flight path.

In calls which will soon be made from “AA11”, veteran flight attendants Betty Ong or Madeline Sweeney do not mention this flight path deviation. [31] [32]

08:21:00

[inconsistency]

“AA11” switches off its transponder. There is no reason to do this, because the plane is still fully visible to ATC on primary radar. The captain never transmits the hijack squawk code as he is trained – nor do any of the other flight crews in the other 3 planes used on 9/11. [33]

08:21:00

[contradiction]

Calls begin to be made from flight attendants Betty Ong and Amy Sweeney, saying they are on AA11 which is being hijacked. Although only 4 minutes of audio are made public, an FBI transcript describes Ong saying a hijacker “stood upstairs”. However, while a Boeing 747 has stairs, AA11 did not, because it is a Boeing 767. This mention of stairs was cut off from the public audio, so we don’t know if this is a transcript error or if Ong did indeed say that. Ong also mentions mace being used in business class, so passengers can’t breathe, however despite being in a pressurized cabin, Ong voice sounds normal and she never so much as coughs once. Despite passengers witnessing three people being stabbed, there is zero background noise to the call. Also, Ong says she’s sitting at jumpseat 3R, which has no airphone. There are numerous other inconsistencies with the calls.

Remarkably, a passenger who is allegedly stabbed, and is officially the first casualty of 9/11, is Daniel Lewin, a former captain in the IDF (Israeli Defense Force), and who served in the Sayeret Matkal, which specializes in counter-terrorism, hostage rescue, and assassination. It was said that Lewin could bench-press 315 pounds and “was trained to kill terrorists with a pen or a credit card, or just his bare hands.” He is one of many Israeli Zionists linked to 9/11 – apparently from the planning down to the operational, and, in Lewin’s case, practical levels of the operation. How he was identified by the alleged terrorists as someone to attack first is unclear. [34] [35]

Also, three employees of military contractor Raytheon are onboard AA11. [36]

08:23:36

AA11 starts receiving ACARS messages (starting with Floc 294350402), from ground station ALB, i.e. Albany, as expected.

08:24:00

[contradiction]

ATC receives radio transmission allegedly from Mohammed Atta, saying “we have some planes, stay quiet”. Atta allegedly makes a mistake in pressing the wrong button, accidentally transmitting to ATC instead of the plane’s cabin. This indicates he is not familiar with the plane’s controls. According to Huffman Aviation’s director, Rudi Dekkers, the voice is definitely not from Mohamed Atta. [37]

08:37:00

[inconsistency]

NEADS ID technicians Stacia Rountree, Shelley Watson, and Maureen Dooley hear of the reported hijacking of “AA11”:

WATSON: What?

DOOLEY: Whoa!

WATSON: What was that?

ROUNTREE: Is that real-world?

DOOLEY: Real-world hijack.

WATSON: Cool!

Watson saying “cool” indicates they viewed the event as just one of the many live-fly hijacking exercises that were happening that day, and not an actual terrorist hijack. [38]

08:38:50

[contradiction]

AA11 starts receiving ACARS messages (starting with Floc 294350402), from ground station BUF, i.e. Buffalo, indicating it did not deviate from its flight path. So “AA11” is not the real AA11.

08:44:00

[contradiction]

An emergency locator transmitter (ELT) is activated in the New York area. An ELT is designed to activate on impact. However, “AA11” has not crashed yet. [39]

08:45:00

[contradiction]

“AA11” dives and flies at speeds which are impossible for a regular Boeing 767. Yet Atta, who has already revealed himself to be unfamiliar with the plane’s buttons, controls the flight perfectly and hits a very narrow target at impossibly high speed. [40] [41]

08:46:40

[contradiction]

“AA11” crashes into the North Tower, with a pod visible on the underside which does not belong on a regular Boeing 767. This pod emits its own flash and sound just before it impacts the tower. [42]

“AA11” is now destroyed.

08:47:32

[contradiction]

AA11 continues to receive ACARS messages (Floc 308836862), sent from ground station BUF (GL BUF). These messages, and upload blocks, do not result in failure error codes, indicating the plane is still airborne.

08:47:32

[contradiction]

AA11 continues to receive ACARS messages (Floc 308836862), sent from ground station BUF (GL BUF). Again, these messages, and upload blocks, do not result in failure error codes, indicating the plane is still airborne.

08:48:42

[contradiction]

AA11 again successfully receives an ACARS message (Floc 309462153), again sent from ground station BUF (GL BUF). [43]

08:49:02

[contradiction]

An uplink block fails to transmit to AA11 for the first time (Floc 309654084), 5 minutes after it officially crashed. However, uplink blocks continue to be successfully received afterwards. An unreceived uplink block (error reason code 311) could indicate that AA11 is flying at low altitude, inferred from comments by David Knerr with regards to Flight 93’s error 311 messages (to be covered later). [43]

08:54:03

[contradiction]

AA11 successfully receives an uplink block for the last time (Floc 312742908), ten minutes after it was officially destroyed. [43]

08:56:54

A message fails to be received by AA11 for the first time (Floc 314681133). [43]

09:30:00

[contradiction]

Estimated time. On the streets at the foot of the WTC, an unidentified man hands the passport of alleged hijacker Satam al-Suqami to an NYC detective. The passport had allegedly flown out of the hijacker's bag/pocket, out of the plane's window, through the plane's destructive fireball (which allegedly would later destroy the entire building and cause lobby and basement explosions), through the building's outer wall, and landed on the ground unscathed. [44] [45]

10:00:00

To prevent anyone from entering the terminal and interviewing personnel, the steel security gates to Boston Logan Terminal B are shut down. [46]

United Airlines Flight 175

07:00:00

Flight attendant Kathryn LaBorie turns up for work at Boston Logan, to fly on UA175. The previous month she revealed to her family that she'd been undertaking anti-terrorist training, but wouldn't give details. While visiting her parents in Colorado Springs, Colorado in the weeks before 9/11, she mentions terrorists and the training she is undergoing at United Airlines to deal with them. Her father, Gene Yancey, later recalls: "She started to say something to me about terrorists, and the fear of, and then she wouldn't talk to me anymore about it." He will add, "I don't know why to this day, but she wouldn't talk about it any more than that introduction." [47]

07:58:00

UA175 pushes back from Gate C19 at this time, according to ACARS data forwarded to BTS.

08:14:00

Flight understood by ATC to be "UA175" takes off from runway 19. [48]

08:23:00

[contradiction]

UA175 takes off nine minutes after "UA175", according to BTS.

According to Lynn Spencer, author of "Touching History", Steve Miller, First Officer on US Airways 6805 witnesses this event:

"On the taxi-out in Boston, they (the pilots of US Airways 6805) waited at the runway's hold-short line, where Miller looked up to watch a United Boeing 767 take off, United Flight 175. The final weight and balance calculations from dispatch came over the ACARS at 8:05, and with that in hand, the crew was ready to fly. Wide-body aircraft produce especially powerful wingtip vortices - horizontal, tornado-like winds off the ends of the wings - which require time to dissipate before other aircraft can take off, so he waited the required three minutes after United 175 departed before he received his take off clearance."

This account can't be 100% correct, however, as described in the book. According to BTS, the plane that took off immediately before Miller's plane UA6805 (08:28) was Delta 1989 (08:25), which was also destined for LAX so would have used the same runway. Immediately before Delta 1989, UA175 took off (08:23), according to BTS. So the three minutes he waited was due to the wingtip vortices of Delta 1989. But the question remains: according to Miller, when did UA175 truly take off, 08:14 according to the official story or nine minutes later at 08:23 according to the data? Miller's plane pushed back from the gate at 07:58, the same time as "UA175" and UA175. It is certainly possible that he saw "UA175" take off at 08:14, then waited for a number of aircraft to take off before taking off himself at 08:28, and is misinterpreted in the above account. But it's more likely that he saw UA175 take off at 08:23 according to the data, just two steps ahead of him in the queue, then after Delta 1989 took off, had to wait the three minutes before himself taking off at 08:28. [49]

Incidentally, Delta 1989 will also be suspected of being a hijacked flight, and will show several signs as such. It will be later described as "the first red herring of the day". It will land at Cleveland and a SWAT team will guard outside it until its pilot leans out the window and gives the all-clear, with blood running down his face. [146]

08:40:00

Flight 175 passes from the airspace of the FAA's Boston Center to the airspace of the New York Center, which is in Ronkonkoma, New York. New York Center air traffic controller Dave Bottiglia takes over monitoring the flight from Boston Center controller John Hartling. Flight 175 waits nearly 45 seconds to check in with Bottiglia. According to author Lynn Spencer, this is "rather long, and Bottiglia is just about to call the plane." But then Captain Victor Saracini, the pilot of Flight 175, makes radio contact, saying, "New York, United 175 heavy." [50]

08:47:00

[contradiction]

“UA175”'s transponder is not turned off, as with the other flights, but changes twice, to a code not reserved for it. Only military aircraft seem to be capable of mid-flight changes of the 24-bit aircraft address that is contained within its Mode S transponder broadcasts. The possible reason that the transponder was changed, and not simply turned off, will become clear shortly. [51]

08:50:00

“UA175” appears to merge with another aircraft on radar. However, this is UA flight 1523 to Denver, which will make an uneventful landing in Chicago at 10:00, after the FAA orders a full ground stop for all planes. [52] [53]

08:51:00

“UA175” deviates from its flight path. [54] [55]

08:52:00

[contradiction]

Calls begin to be made from UA175, including cell phone calls which could not have been made while the plane was at cruising altitude.

Peter Hanson calls his father on a cell phone when “UA175” was at 32,000 ft and again at 18,000 ft, which are impossible altitudes for cell phones to work. [56]

Dave Bottaglia, who is tracking “UA175” approaching New York, observes the plane climb 3,000ft in one minute, which something he’s never seen before. [57] [58] [59]

08:55:00

Of all the hijacked flights during the day, “UA175” will be the only one which nearly has mid-air collisions with three other airplanes – Delta Flight 2315, US Airways Flight 542 and Midwest Airlines Flight 7. Due to its transponder remaining on, a collision avoidance system alerts the pilots of these planes and allows them to avoid the onrushing “UA175”.

08:58:00

[contradiction]

An ELT is again activated early, 5 minutes before the crash of “UA175”. [60]

08:58:00

[contradiction]

Brian Sweeney places a cell phone call to his wife while "UA175" is at 25,000 ft, which is again impossible. [61] [62]

08:59:00

[contradiction]

UA175 receives an ACARS message, routed through the ground station MDT (Harrisburg, PA), indicating it is not nearest to ground stations in New York but continued flying west. [63] [64]

09:00:00

[inconsistency]

Dave Bottaglia, who is tracking "UA175" approaching New York, observes the plane in a powerdive of 10,000 feet per minute, which the controller says would be "unbelievable for the passengers in the back, to withstand that kind of force when they're descending."

"[We] were counting down the altitudes, and they were descending, right at the end, at 10,000 feet per minute. That is absolutely unheard of for a commercial jet." [65]

UA175 passenger Peter Hanson places a call to his father at 09:00:

"It's getting bad, Dad - A stewardess was stabbed - They seem to have knives and Mace - They said they have a bomb - It's getting very bad on the plane - Passengers are throwing up and getting sick - The plane is making jerky movements - I don't think the pilot is flying the plane - I think we are going down - I think they intend to go to Chicago or someplace and fly into a building - Don't worry, Dad - If it happens, it'll be very fast-My God, my God."

Hanson describes heading west to Chicago and doesn't mention the horrific dive he and his fellow passengers should be experiencing. "I think we are going down" is not consistent with a sustained, near-vertical dive. [66]

09:02:40

[contradiction]

"UA175" levels off its dive and heads towards the WTC South Tower. During this approach, it reaches a speed of 510 knots, an impossible speed at sea level for an unmodified 767 to not only remain controllable but even structurally intact. A speed of 510 knots at 22,000 feet would incur the same force on the airframe as Mach 1.19, i.e. supersonic flight at 22,000 feet. [67]

In its final attack, it also initiates a constant 8-second long turn which is timed perfectly - initiating the turn just a fraction of a second earlier or later would have resulted in the plane missing its target,

indicating a computer-controlled turn. This contradicts the official story of Marwan Al-Sheikki who manually controls the plane's final attack – having had no prior experience in a commercial airliner. [68]

As in AA11, "UA175" also has a pod attached to the right underside, which is three-dimensional in nature (visible from many surrounding camera angles and not an optical effect), which does not belong on a standard Boeing 767. As with AA11, this pod also emits a flash before impact. [69] [70] [71]
The plane also has physical dimensions that are different from a standard 767. [72]

09:03:11

"UA175" impacts the South Tower and is destroyed.

09:03:15

[contradiction]

End of Peter Hanson's GTE airfone call from UA175, 4 seconds after "UA175" is destroyed. [73]

09:23:00

[contradiction]

Twenty minutes after "UA175" has crashed, UA175 receives an ACARS message from Pittsburgh ("GL PIT"), telling its pilots to beware any cockpit intrusion. This message also does not produce a "Reason Code 231" error response from ARINC, indicating the aircraft is still airborne. [74]

09:40:00

United Airlines dispatcher Ed Ballinger sends an ACARS message to UA93 saying "United 175/93 missing". [75]

09:41:00

[inconsistency]

Ed Ballinger sends an ACARS message to UA93 saying "United 175/93 found". [75]

09:51:00

[contradiction]

Ed Ballinger sends an ACARS message to UA175, advising to “land ASAP anywhere”. This message also does not produce a “Reason Code 231” error response from ARINC, indicating the aircraft is still airborne. [75]

10:25:00

[contradiction]

MSNBC shows a live feed from “Flight Explorer”, an internet service which monitors real-time aircraft location, using live data from the FAA. It shows UA175 airborne and flying north east from New York, over Connecticut, towards Boston.

While this may be interpreted as proof that UA175 is airborne at that time, it is merely reflecting that the FAA thought that it was airborne at that time. Given that Ptech was operating in the FAA’s basement at this time with full access to their data systems, it seems more likely that they are the origin for this erroneous data. The alternative explanation is that UA175 really did turn 180 degrees from its last known position (near Pittsburgh PA) and fly north east back over New York, towards Boston, which seems unlikely. Also, this flight is not seen on a later-released animation from the NASA/FAA NASA Ames Research Center Future Air Traffic Management Concepts and Evaluation Tool. [76] [77] [78] [79] [80]

10:34:00

The FAA’s New England regional office in Burlington, Massachusetts, calls the Boston Center and reports that an “unidentified” aircraft is heading for the facility. In response to this potential threat, managers at the Center immediately order the closure and evacuation of their building. One unidentified plane heading to Boston turns out to be just a coastguard plane, approaching slowly from the east. Whether this is the “unidentified” plane that the FAA was warning about is unclear. [81] [82]

11:32:00

[inconsistency]

The location and status of UA175 is still unknown or in confusion, according to United Airlines. ABC News reports from United Airlines officials:

Lisa Stark-Aviation Correspondent:

"United are also saying that a further flight that apparently is still missing, Flight 175, it is a Boeing 767, it was scheduled from Boston to Los Angeles... that flight is still unaccounted for according to officials from united... so we believe there is at least 1 more plane that may still be flying around in US airspace."

Peter Jennings-NBC News Anchor:

"How is united flight 175 thought to be missing and unaccounted for?"

Lisa Stark:

"All united are saying is that they are quote "concerned" about that flight...what I believe is that probably that flight was hijacked as well, where it is right now...I am sure the FAA, the FBI and those folks know where it is ...we are not being told, but there may still be another plane flying out there that has not yet crashed or landed or whatever will happen to it....but that flight is apparently unaccounted for at this time as far as the public believe, I am sure someone knows where that flight is." [83] [Forward to 14:29 minutes]

11:59:00

According to CNN the next day, this is the time that United Airlines finally confirmed that Flight175 had crashed, although it doesn't say the location. [84]

American Airlines Flight 77

07:30:00

[inconsistency]

At Washington Dulles airport, passengers board AA77 at gate D26. [85] [86]

Among a total of 58 passengers, between 16 and 21 have connections to high echelons in the US military and defense contractor Raytheon. One of them was a longtime CIA operative that worked for the Veridian Corp. as an aerospace engineer. Another passenger on the list led a team of about one hundred scientists for the US Navy. Others worked for Boeing and Raytheon in El Segundo, California, on a project dubbed "Black Hawk". [87]

08:10:00

[contradiction]

"AA77" pushes back from Gate D21 or D19, according to GPS data taken from its flight data recorder. [88]

08:20:00

"AA77" takes off. As previously mentioned, there is no record of this take off time in the BTS. [89]

08:50:51

The last radio communications from the aircraft are received from air traffic control. [90]

08:54:00

Over Pike County, Ohio, “AA77” deviates from its assigned flight path and heads south. [91]

08:56:00

“AA77” turns off its transponder, causing it to disappear from radar due to the precise location of the deactivation. The location it turned off its transponder happened to be in a “radar sort box” which fell back to a supplemental radar site which operated poorly. If it had deactivated its transponder 30 seconds later or earlier, it would have been successfully picked up by a better-working radar site. [92]

09:05:00

[inconsistency]

“AA77” reappears on radar screens and heads east towards Washington D.C. The official explanation is that radar operators at Indianapolis Center didn’t see “AA77” turn east due its disappearance from radar, and so continued searching west for the aircraft. This is incorrect however, as “AA77” was visible to ATC and tracked as it headed back east. [93]

09:26:00

[inconsistency]

Vice President Dick Cheney is in the Presidential Emergency Operations Center (PEOC) below the White House by this time, along with Transportation Secretary Norman Mineta and others. Mineta will recall that, while a suspicious plane is heading toward Washington, an unidentified young man comes in and says to Cheney, “The plane is 50 miles out.” Mineta confers with acting FAA Deputy Administrator Monte Belger, who is at the FAA’s Washington headquarters. Belger says to him: “We’re watching this target on the radar, but the transponder’s been turned off. So we have no identification.” According to Mineta, the young man continues updating the vice president, saying, “The plane is 30 miles out,” and when he gets down to “The plane is 10 miles out,” asks, “Do the orders still stand?” In response, Cheney “whipped his neck around and said, ‘Of course the orders still stand. Have you heard anything to the contrary?’” The Washington Post will claim that this is in reference to “UA93” and not “AA77”, however this is incorrect as 93 never got within 100 miles of Washington D.C. [94]

09:29:00

“AA77”’s autopilot is disengaged and it is flown manually. [95]

09:32:00

[contradiction]

“AA77” approaches Washington D.C.’s heavily-defended airspace unimpeded. Instead of simply diving onto the Pentagon, a simple maneuver with the bigger target to aim for, “AA77” executes a 270 degree downward spiral turn to bring itself level with the ground, to attack the Pentagon horizontally.

"The speed, the maneuverability, the way that he turned, we all thought in the radar room, all of us experienced air traffic controllers, that that was a military plane. You don't fly a 757 in that manner. It's unsafe."

—Danielle O'Brien, air traffic controller at Dulles International Airport

Experts agree that the pilot who executes this maneuver would require an extraordinarily high level of skill. However, alleged hijacker Hani Hanjour was a poor pilot who could not even safely fly a small plane, and had never set foot in a large airliner such as Boeing 757 that he allegedly flew on 9/11.

Attempts to replicate this maneuver by inexperienced and even veteran pilots indicate that it is practically impossible to execute in a Boeing 757. [95] [96] [97] [98]

09:37:46

[contradiction]

“AA77” impacts the Pentagon.

A flight data recorder will later be found in the wreckage, which is not from AA77. Its serial number is missing – this is unprecedented in the history of flight safety. The recorder’s data frame layout is not from American Airlines. Radar auto alignment and GPS is enabled in the plane from which the recorder originated – however these capabilities are not enabled in the real AA77, a Boeing 757-223. And according to the flight data recorder, the cockpit door was never opened.

No large debris from a normal plane crash is visible, only small pieces which can be picked up by hand. The impact and fireball was enough to vaporize the large components of the plane, yet one of the hijacker’s driving licences was found intact.

One early witness describes seeing a “cruise missile with wings”.

All 911 calls about the event are sequestered, and all CCTV footage is confiscated.

Donald Rumsfeld will later describe the object that hit the Pentagon as a “missile”. [99] [100] [101] [102] [103] [104] [105] [106] [107]

12:40:00

[inconsistency]

FBI agents arrive at Washington Dulles and the first thing they do there is seize the security tape at the main terminal’s west checkpoint, according to Ed Nelson, a security manager at the airport. They also interview ticket agents, security personnel, baggage and food handlers, and other personnel, and collect evidence. They order the confiscation of the 52 computer hard drives that record all electronic television and security information at the airport.

FBI agents and INS agents then interview screeners there. However, nothing they are asking the screeners makes sense to Ed Nelson, a security manager at the airport, and he feels that “something [isn’t] adding up.” “They were not asking about the hijackers—they were focusing on what my screeners might have done wrong,” he will later comment. “It was as if they were working off a script,” he will add. FBI agents assigned to Dulles Airport will indicate that their actions are based on instructions they received from their superiors. One FBI supervisor will recall: “The orders came from headquarters through the local Washington-area FBI field offices and the Joint Task Force on Terrorism. The teams of agents were told to ‘get the screeners to admit they had violated FAA recommended procedures.’” [108]

United Airlines Flight 93

[inconsistency]

In an odd piece of timing, Newark Airport has to close at 1.20pm on September 10 due to a fire at an administrative building. Flights resume at 2pm but scheduling is disrupted. [109]

06:45:00

[inconsistency]

In the official narrative of 9/11, the passengers of UAL 93 boarded the airplane from boarding Gate 17 of Terminal A at Newark Liberty International Airport on 9/11, however there appears to be an account of passengers boarding UAL 93 from the tarmac. This eyewitness account comes from the New York Giants football player Triton Clayton White.

“We had played a Monday night game in Denver, and flew back home the next morning,” White said. “We landed in Newark, N.J., about 6:45 in the morning. We usually get off the plane on the tarmac and board a bus to get to our cars. I noticed another plane sitting next to ours because the people were walking to the plane across the tarmac instead of through the jet way. Two weeks later, as we’re taking another plane to a game, one of the stewardesses informed us the plane that had been boarding next to us was Flight 93 that crashed in Pennsylvania on 9/11. That was a very eerie feeling.” – Fayetteville Observer (01/31/06) [110]

07:30:00

[inconsistency]

Anthony F. Mazza Jr., who has been a fueller at Newark Airport for 28 years, completes the fuelling of a plane he understands to be “UA93”. Following standard procedure, he enters the plane to inform the co-pilot to hand him the fuelling document. The co-pilot says thank you and takes the document from him. The co-pilot is a young Caucasian male, well groomed, brown hair and a white shirt, sitting in the co-pilot’s seat. Mazza then departs the plane before any passengers board, 30 minutes before departure time. Around a month later, Mazza will see a picture of UA93’s co-pilot Leroy Homer – Mazza is certain that the co-pilot he spoke with was not Leroy Homer. [111] [112]

08:01:00

“UA93” pushes back from Gate A17. [113]

08:28:00

[contradiction]

ACARS data published by BTS records UA93 taking off.

08:42:00

Apparently delayed due to congestion, a plane understood by ATC to be “UA93” takes off. [114]

09:21:00

Ed Ballinger receives a routine ACARS message from UA93. [115]

09:22:00

After learning of the events at the World Trade Center, LeRoy Homer's wife, Melody Homer, had an ACARS message sent to her husband in the cockpit asking if he was all right. [116]

09:24:00

Flight 93 receives Ballinger's ACARS warning, "Beware any cockpit intrusion – two a/c [aircraft] hit World Trade Center". [116]

09:27:25

The flight crew responded to routine radio traffic from air traffic control. [116]

09:28:05

[inconsistency]

“UA93” dives 680 feet in 30 seconds. This is assumed to be the hijacking time. Unlike the other 3 flights, the hijackers wait a long time to initiate their plan – 46 minutes. This is inconsistent, as the more time they wait, the further away from their target they fly and thus the less likely their plan is of succeeding.

However this long hijack time enables many calls to be made from passengers allegedly on the plane. [117]

09:28:17

The aircraft makes a communication to the Cleveland controller and the pilots of aircraft in the vicinity, "of unintelligible sounds of possible screaming or a struggle". A Cleveland Air Traffic Controller replied, "Somebody call Cleveland?" but received no reply. Thirty-five seconds later, the aircraft made another transmission. In both calls, a man was shouting, "Mayday! Mayday! Get out of here! Get out of here! Get out of here!" When Melody Homer and Sandy Dahl, Jason Dahl's wife, listened to the tape, Melody identified First Officer LeRoy Homer as the man who was shouting. [117]

The flight recordings indicate that a wounded man, believed to be Dahl, was moaning in the cockpit. The man pleaded, "No more," or "No," repeatedly, as the hijackers shouted for him to sit down and to stop touching something. Sandy believes that Dahl took actions to interfere with the hijackers, including possibly disengaging the autopilot, and rerouting the plane's radio frequency so that Jarrah's attempts to communicate with the passengers were instead transmitted to air traffic controllers. [117]

09:30:00

[inconsistency]

A series of 35 GTE airfone and cellphone calls from UA93 begin to be made from this time. There are many inconsistencies in these calls.

Tom Burnett reports that someone, "a guy", has already been stabbed. The only other male passenger in first class who didn't make a call was Mark Rothenberg. However none of the other callers from first class mention this stabbing. Flight attendant CeeCee Lyles does not mention any violence.

One passenger aboard UA93 is Donald F. Greene, an experienced pilot. He is never mentioned by any caller as someone who could fly the plane in the event that the hijackers are overpowered.

Some callers from UA93 report that the hijackers wore red bandanas. However Al Qaeda operatives are Sunni Islamists, whose color is green.

Sandra Bradshaw relates in her call to her father that they have passed over the Mississippi River. If she could notice a river from cruising altitude, it was certainly a large one, suggesting that she might have guessed correctly. It could, however, also have been the Ohio River. In both cases, this observation would have meant that the aircraft continued to fly west past the Ohio River.

The callers report all their information with remarkable calmness, as in the other flights:

Todd Beamer: According to Lisa Jefferson, Beamer reported that the pilot and co-pilot were lying on the floor of First Class, injured or dead. Yet his voice "was devoid of any stress. In fact, he sounded so tranquil it made me begin to doubt the authenticity and urgency of his call." According to the transcript of Jefferson's conversation with Lisa Beamer of September 15, 2001, Jefferson said that Todd Beamer was "calm, very calm. You wouldn't've thought it was a real call because he was, um, he wasn't nervous at all. He was speaking in a normal tone of voice, he never got upset, not one time." "If I hadn't known it

was a real hijacking, I'd have thought it was a crank call, because Todd was so rational and methodical about what he was doing."

Sandra Bradshaw: Richard Belme, the UAL manager who took Bradshaw's call at SAMC, described Bradshaw as being "shockingly calm" while she was telling him that "two hijackers ... had attacked and killed" her colleague" (Staff Report, 40).

Thomas Burnett In his first call to his wife, Tom Burnett told her that "they just knifed a guy." In the second call he told her that the "guy they knifed is dead." Deena Burnett later described his third call: "[I]t was as if he was at Thoratec [the company he worked for], sitting at his desk, and we were having a regular conversation. It was the strangest thing because he was using the same tone of voice I had heard a thousand times. It calmed me to know he was so confident" (Burnett, 66). According to journalist and author Jere Longman, in his fourth call, Tom was also "speaking in a normal voice, calm"(Longman, 118).

Jeremy Glick: Jeremy Glick called his wife, Lyz, and told her his plane had been hijacked by three "Iranian-looking" males who told passengers that they intend to blow up the plane. She recalled, "He was so calm, the plane sounded so calm, that if I hadn't seen what was going on on the TV, I wouldn't have believed it." [118] [119]

09:30:00

[contradiction]

Thomas Burnett starts placing a series of 3 cell phone calls while "UA93" is flying at 32,000, 36,000 and 22,000 ft in altitude, which is an impossible altitude for a cell phone to work. [120] [121]

09:34:00

"UA93" turns almost 180 degrees and starts to fly south east towards Pittsburgh.

09:37:00

[contradiction]

Jeremy Glick places a cell phone call which lasts for 18 minutes, starting when the plane is at an altitude of 39,000 ft and ending at 10,000 ft, which again are impossible altitudes for cell phones to work. The plane is also flying at a ground speed of 400 mph, which would also lead to disruptions due to cell phone tower hand-off. However the call is "extremely clear, as if he is calling from the next room". [120] [121]

09:43:48

[contradiction]

Todd Beamer's call to Lisa Jefferson starts. According to Jefferson, Beamer says that UA93 is "about to be hijacked" by three individuals who are "preparing to take control of the flight". Jefferson said that she spoke with Beamer for seven minutes "before" two of the hijackers entered the cockpit.

According to Jeremy Glick - as reported by his wife to the FBI on September 12, 2001 - the hijackers entered the cockpit only after his call started, that is after 9:40 a.m.

However, contrary to the information on these calls, "UA93" officially already has been hijacked, 15 minutes ago. [122]

09:46:00

[contradiction]

Linda Gronlund places a cell phone call to her sister, when "UA93" is flying at 17,000 ft at 400 mph ground speed. [120] [121]

09:47:18

[contradiction]

UA93 receives an ACARS message, (Floc 349589943), sent from a ground station in Toledo (as in the line GL TOL), indicating it did not turn around and instead continued west. [43]

09:49:12

[contradiction]

Marion Britton places a cell phone call when "UA93" is travelling at 15,000 ft, with a ground speed of 420 mph. [122] [123]

09:50:00

[contradiction]

Sally Bradshaw, on the phone to her husband from UA93, says that the hijackers have not yet entered the cockpit, and that all three are sitting in the cabin. This is 22 minutes after "UA93" has allegedly been hijacked. [123]

09:51:48

[contradiction]

UA93 receives an ACARS message, (Floc 352484425), sent from a ground station in Fort Wayne (as in the line GL FWA). [43]

09:52:03

“UA93” changes its destination airport to DCA (Reagan Airport, Washington). [124]

09:53:00

[contradiction]

Honor Wainio places a cell phone call while the plane is at 10,000 ft and flying at 400 mph. [122] [123]

09:53:00

[contradiction]

An ELT is reported to have been triggered over Ann Arbor, a full ten minutes before “UA93” crashes and in the opposite direction to its current flight path. [125]

Calls are transmitted through radio base stations at Fort Wayne IN, Belleville IL and Columbus IL, further confirming that UA93 continued on flying west. [147]

10:03:00

[contradiction]

“UA93” crashes into the ground near Shanksville and is destroyed.

A flight data recorder (FDR) will be discovered. The FDR does not list the serial number or part number – as with AA77, this is unprecedented in flight safety.

According to the FDR, “UA93” made speeds and maneuvers well outside the capabilities of a standard 757.

No contamination of jet fuel would be discovered in the soil of the alleged crash site.

A witness photo from the “UA93” crash site does not indicate a jet-fuel rich explosion but more akin to an ordnance blast.

The limited number of plane parts discovered at the crash site were never identified as coming from UA93. They are said to be given back to United Airlines custody, however a contradictory report indicates they have been locked in a heavily-guarded underground government vault at Iron Mountain.

A red bandana, unscathed, is conveniently be found in mint condition at the crash site of “UA93”, alongside no visible large aircraft debris. [126] [127]

10:05:00

[inconsistency]

Estimated time. Colonel Robert Marr will tell that around this time, “his focus was on UAL93, which was circling over Chicago”. This account again suggests that UA93 continued flying west. The area around Chicago is also within radio range of ground stations at Toledo, Fort Wayne and Champaign. [128] [129]

10:10:59

[contradiction]

Eight minutes after UA93 has officially crashed in Shanksville, it receives an ACARS message, (Floc 364376761), sent from a ground station in Champaign IL (as in the line GL CMI). This message is sent to the printer. [43]

10:11:04

[contradiction]

UA93 again receives an ACARS message, (Floc 364414154), from a ground station in Champaign IL. The message is sent to the printer and activates an audible signal in the aircraft (as in the part of the message which reads “<BEL>”). [129] [43]

10:11:48

[contradiction]

A message (Floc 364707606) is sent to UA93. It produces no error code, indicating it has been successfully received but David Knerr, Dispatch Automation Manager says that it wasn't received, because, as he speculates, the aircraft may have been flying at a low altitude, or that had already crashed (ignored by Knerr is the fact that it had already crashed at the time the previous two messages were successfully received). [43]

10:17:39

[contradiction]

A message results in a reason code 231 for the first time, indicating the plane is not within line of sight of any radio ground station. Up until now, uplink blocks were being sent to the airplane successfully without error, apart from one Reason 311 (Floc 364988118) sent at 10:12:30.

UA93 has presumably landed. [43]

10:28:00

[contradiction]

“UA93” lands at Reagan Airport, Washington, according to data from the FAA, published by Flight Explorer. Speculation: As with UA175, this is probably the result of Ptech inserting false data into the FAA’s systems. [129]

11:43:41

[contradiction]

Jeremy Glick’s call from UA93 ends. The call was initiated at 09:37:41 and did not disconnect – the line was left open for a total of 7,565 seconds. [122]

10:49:00

[contradiction]

Todd Beamer’s call from UA93 ends. The call was initiated at 09:43:48 and was left open for a total of 3,925 seconds. The call was made to Lisa Jefferson - according to Jefferson, the phone of the man to whom she was speaking remained connected long after UA 93 crashed. Reporting that he had left the phone after saying “Let’s roll,” she wrote that the line “just went silent.” Although she held on for “probably 15 minutes” (the early evidence had indicated it was 13 minutes), she “never heard a crash.” She added: “I can’t explain it. We didn’t lose a connection because there’s a different sound that you use. It’s a squealing sound when you lose a connection. I never lost connection, but it just went silent.” [131] [132]

11:00:00

[inconsistency]

A United Airlines manager finds that a gate agent has already singled out boarding passes belonging to four suspicious passengers who were on Flight 93. Terri Rizzuto is the United Airlines station manager at Newark Airport, from where Flight 93 departed. Some time after hearing that this plane has crashed, she speaks on the phone with the FBI, which is requesting the plane’s manifest and its Passenger Name Record (PNR). After arranging permission to release these, she goes to gate 17, from where she knows Flight 93 departed, wanting to talk to her staff there. When she arrives, a supervisor hands her four boarding passes. The supervisor tells her they are, “The men, who did this maybe,” and points her toward one of the gate agents who had boarded the passengers onto the flight. When Rizzuto asks the gate agent, “How do you know?” he replies: “They were too well-dressed. Too well-dressed for that early in the morning. And their muscles rippled below their suits...and their eyes.” However this report of men with rippling muscles contradicts the 9/11 Commission’s description of the so-called “muscle” hijackers on the four targeted planes: They, “were not physically imposing,” with the majority of them being “slender in build.”

It should be noted that no FBI or media interview of Terri Rizzuto could be located, in order to confirm this story. The identities of the supervisor and the gate agent mentioned in the story are unknown. [130]

20:58:00

[contradiction]

Todd Beamer's cell phone continues to make cell phone calls up until this time. A total of 19 short phone calls will be made after "UA93" crashes, to a number in Woodbridge, NJ – possibly to his wife. Earlier in the day, during the alleged hijacking, Beamer refused to be transferred to his wife, because she was pregnant and he didn't want to upset her. [132] [133] [134] [135]

Previous Explanations

There are 3 main theories which have been offered to explain the above inconsistencies and contradictions.

The Cleveland Airport Mystery was an analysis of a plane which landed at Cleveland Airport, Ohio, around the same time that "UA93" was flying in the area. Particular attention was drawn to the event due to the emergency landing of the previously-mentioned Delta 1989. Around the same time that Delta 1989 landed at Cleveland, another plane landed at a runway on the opposite side of the airport and its passengers disembarked into a nearby building owned by NASA. This plane was never publicly identified, leading many to speculate that the real UA93 landed there and surreptitiously deplaned its passengers.

However, this plane now innocently appears to be a KC-135, flown by NASA to conduct microgravity experiments. The scientists on board could not return to Houston as scheduled, after the FAA ordered all planes to land. After the facility closed, they went to stay at a Cleveland hotel:

A special aircraft operated by NASA is in the air over western New York State at the time of the terrorist attacks and, at one point, a large aircraft, which those on board later learn is the hijacked Flight 93, flies less than 1,000 feet below it. [Space Center Roundup, 9/2002 pdf file] The plane, NASA 931, is a modified KC-135—a four-engine military aircraft similar to the Boeing 707. [National Aeronautics and Space Administration, 10/2000, pp. 28; National Aeronautics and Space Administration, 10/29/2004] It is used by NASA for reduced gravity research, and is known as the "Weightless Wonder" or sometimes the "Vomit Comet." The aircraft creates weightless conditions for brief periods by flying up and down in large parabolic arcs. [NASAexplores, 1/30/2003] It is regularly operated from NASA's Glenn Research Center in Cleveland, Ohio, next to Cleveland Hopkins International Airport, and usually flies four days a week. [National Aeronautics and Space Administration, 10/2000, pp. 140; National Journal's Technology Daily, 11/27/2002; National Aeronautics and Space Administration, 10/29/2004] A typical flight lasts two to three hours and consists of the plane flying 40 to 60 parabolas. [NASAexplores, 1/30/2003]

Scientists from Houston Conducting Microgravity Experiments - A team of scientists from NASA's Johnson Space Center in Houston, Texas, has flown to Cleveland to conduct microgravity experiments on the KC-135. [Cleveland Free Times, 9/6/2006] Dominic Del Rosso, the test director on the plane, will later recall that the team is flying over western New York State when the terrorist attacks occur. During the routine mission, the KC-135 cruises back and forth along the New York shore of Lake Ontario, climbing and descending to create a freefall condition to simulate microgravity. Del Rosso will comment, "To think that this type of maneuver might ever seem threatening never crossed my mind until [September 11]." The plane's crew members are notified at some point that a large plane is intersecting

their flight path less than 1,000 feet below them, instead of the usual 2,000-foot minimum distance. They will later learn that this aircraft is the hijacked Flight 93, which crashes in Pennsylvania (see (10:06 a.m.) September 11, 2001). Del Rosso will recall, "After the unwanted flyby, we landed having no idea why or what was going on." [Space Center Roundup, 9/2002 pdf file] The scientists are unable to return to Houston on this day, as scheduled, after the FAA orders all planes to land (see (9:45 a.m.) September 11, 2001), and so have to be put up in a hotel in Cleveland. [Cleveland Free Times, 9/6/2006] [136] [137] [138]

The other two (interrelated) theories are that the planes were swapped in mid-air - swaps which are either visible to radar, or which were invisible because they took place in radar gaps.

Mentioned in the timeline above, the most famous example is UA175's apparent merging with UA1523 on radar, which happens at 08:50. UA1523 then flies the corridor between New York and Cleveland, and will be in the correct locations to receive the anomalous ACARS messages thereafter, from MDT at 08:59, from MDT again at 09:03 and from PIT at 09:23. However, UA1523 will later land at Chicago at 10:00 and its passengers disembark. UA1523 could not have been the "real" UA175, because it is recorded in BTS as having a wheels off time of 08:37, not 08:23 as in UA175. [139] [140] [141]

Other potential radar merging events happen with UA93, which are excellently presented in the referenced videos. However these merges only appear to be the result of planes being redirected as a response to the attacks on the World Trade Center. They don't explain the multiple lines of evidence described above that UA93 carried on flying west from Cleveland, most notably the ACARS messages. It also doesn't explain the excessive secrecy and efforts to coverup the plane's boarding events at the airports, or the anomalies thereof. [142] [143]

If the planes were swapped using such merges, it would require extremely precise maneuvering and timing, because not only would you need to make the two radar blips line up, but you would have to swap transponder codes at this exact same time. Most of the apparent merges are happening far too quickly and at perpendicular angles for any successful merges to have taken place.

Another theory is that the planes were swapped in radar gaps, so these merges would not even be seen on ATC's radar. While poor radar definitely did cause AA77's radar blip to disappear from radar (thus providing an official excuse for why it managed to fly uninterrupted into probably the most heavily defended airspace in the world), poor radar doesn't explain the ample evidence that the original four planes continued to fly long after their duplicates crashed. Even if outright gaps in radar did exist, they wouldn't be large enough areas for the original plane to be able to fly for significant periods of time undetected – they would be swapped and the original would need to land quickly.

It also doesn't explain how the swapping of UA175 would take place, since its transponder code was changed nowhere near a proposed radar gap, nor did it ever fly near one. It also again doesn't explain the boarding anomalies described above. Also, I've found no evidence which indicates that the proposed gaps in radar would be severe enough for an air traffic controller to be able to completely lose sight of a plane for any length of time. When the planes' transponders were switched off, all the planes were visible to radar immediately (or in the case of AA77 shortly after), and apart from AA77 there's no available evidence to indicate that ATC ever lost a plane from their sights during these transponder switch-off events. [144]

Summary and Conclusions

From all available evidence collected in the timeline above, the problem is now to construct a summary timeline to explain all the above inconsistencies and contradictions, and describe exactly what happened to the planes, and therefore the people on those planes. The speculation in the below is kept to a minimum, and is anchored in all the previously mentioned evidence, and represents the only conceivable explanation.

AA11

If any questions are asked which could interfere with the operation, they are answered with “don’t worry it’s just a training exercise”, because, for most involved, it is. It will be a busy day today, with many training exercises taking place simulating aircraft hijackings.

The night or early morning previous to 9/11, a duplicate plane is landed at Boston Logan. To ATC it’s a CIA or other agency plane, or possibly a fake flight with no one on board. Boston Logan’s security is managed by Huntsleigh USA, a wholly owned subsidiary of ICTS International, which is an Israeli intelligence asset, so this process is pre-arranged. [35]

The plane is docked to Gate B32. Nearby, at Gate B26, AA11 is docked. Before or around dawn, the squawk code of this CIA plane and AA11 are swapped.

“Boarding” for the CIA plane begins at 07:15 from Gate B32. No one gets on. The plane is staffed by a pilot and a flight attendant, to make sure the plane is ready to go and to manage the pre-flight checks.

Boarding for the original plane begins at 07:35 at Gate B26. The passengers board.

The CIA plane, a duplicate “AA11”, enhanced for speed, equipped with a flight termination system for remote control, takes off from Boston Logan at 07:59, with its pilot and flight attendant on board. The pilot’s job is to answer air traffic control when contacted. His mission is to pose as AA11 and land somewhere when instructed. He and the flight attendant don’t know the real purpose of their plane.

AA11, laden with passengers and crew, takes off slightly later than 07:59. Its flight crew have been selected for a terrorist simulation exercise. The pilot’s mission is to fly posing as the CIA flight. ATC will see this plane on their scopes as the CIA flight.

Both planes will fly the same route, five to ten minutes apart.

In AA11, all passengers not involved in the simulation are asked to move to first class so as to not interfere with the phone calls. Betty Ong and Madeleine Sweeney begin placing their calls simulating a hijacking from a script at a pre-arranged time.

“AA11” turns off its transponder and deviates from its flight path. Its pilot is powerless to control it. It crashes into the World Trade Center North Tower.

AA11 carries on flying its route, posing as the CIA plane, all aboard oblivious to the attack which just occurred. Their mission has only been to simulate a hijacking.

AA11 lands, within 200 miles of Buffalo, at around 08:49 to 08:55, probably at Niagara Falls Air Reserve Station. The plane is quickly hidden in a hangar, as arranged, again as part of a training exercise. The

passengers are taken to a secure room. Their fate is unknown. However, the perpetrators have planned the killing of thousands in New York, so there would be little compunction in killing 92 more.

UA175

As with AA11, a CIA plane docked near to UA175 has its squawk code swapped with the original.

Whether the boarding gate of C19 is for the original or duplicate is unknown.

Both the original and the duplicate push back from their gates at 07:58.

The duplicate takes off at 08:14 and is understood by ATC to be "UA175".

UA175 takes off nine minutes later at 08:23 and is squawking to ATC as the duplicate.

"UA175" deviates from its flight path and crashes into the WTC South Tower.

The actual UA175, following shortly behind, does not deviate and continues flying west.

At 09:51 it's probably still airborne, due to its last ACARS message. Judging the distance and speed, it could have landed at Youngstown Air Reserve Station before passing over Cleveland, or possibly Grissom Air Force Base, just north of Indianapolis. Due to the lack of released ACARS data it's difficult to tell precisely.

AA77

At 07:30, passengers board the actual AA77 at Gate D26. The duplicate, which has swapped its squawk code with AA77, is waiting nearby at Gate D21 or D19.

The duplicate takes off at 08:20. The original, posing as the duplicate takes off, shortly after or before.

The duplicate, posing as AA77, deviates from its flight path and crashes into the Pentagon.

The original, posing as the duplicate, lands within 200 miles of Cincinnati International Airport, possibly at Wright Patterson Air Force Base.

The subsequent elimination of the passengers on AA77 probably served as part of the cover up, with many of them involved in the military and electronic aviation, and probably unwittingly involved in the preparation stage of the operation.

UA93

On September 10, Newark Airport's runway is closed due to fire. The duplicate is landed during this confusion and the squawk code then swapped with UA93.

UA93 takes off at 08:28, squawking as the duplicate. The duplicate takes off at 08:42, squawking as UA93.

“UA93”, taking off from New York, was likely a backup plan in case either AA11 or UA175 failed to hit the towers. With the primary objective completed, it was free to simply simulate a hijacking and crash into the ground.

The duplicate duly deviates and crashes in Shanksville. The original continues flying and lands at around 10:12, within 200 miles of Champaign, IL, possibly at decommissioned Chanute Air Force Base.

Research should be directed at radar data, to find any radar blips which could confirm this account of the flights.

The long flight times after the hijackings served as time for the phone calls to be made, to give an emotionally-charged narrative with which to demonize the Islamic world and provide pretext for military deployment in the Middle East.

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